ENGINES RUN BY AIR.

THE APPROACHING TESTS ON THE

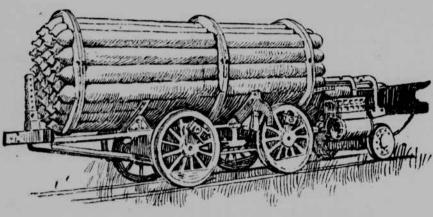
ELEVATED RAILROAD.

HOW THE AIR IS COMPRESSED AND COOLED—

THE CONSTRUCTION OF THE MOTORS.

Popular interest in the use of compressed air for the operation of street railways will certainly be enhanced by the approaching tests on the Manhattan Elevated road in this city. The notion itself is fifteen or twenty years old. But the earlier experiments, in this country, at least, resulted unsatisfactorily. It was natural, therefore, that experts should have viewed with some scepticism a renewed attempt in this direction a few months ago on the One-hundred-and-twenty-fith-st. line. While it is too seen, of course, to pronounce a final verdict, it is obvious from the performance of the three cars now running there that some of the defects discovered in the earlier practice have been overcome. The adverse decision of the Metropolitan Traction Company in regard to the use of compressed air may also be regarded as subject to possible revision at a later date, inasmuch as the particular system (Hoadiey's) which that influential corporation employed in its own experiments differ in several important details from the one recently tried in One-hundred-and-twenty-fith-st., and now about to undergo further test on the Sixth-ave, elevated road (Hardie's). In view of this latter is the provision is much the engine is run at other intensive the compression of the stroke is regulated to the cylinder at a certain part of the stroke is regulated to the cylinder at a certain part of the stroke is regulated to the cylinder at a certain part of the stroke is regulated to the cylinder and an ordinary locomotive deserve it mention. The device which cuts off the supply of the stroke is regulated to the cylinder at a certain part of the stroke is regulated to the cylinder at a certain part of the stroke is regulated to the cylinder at a certain part of the stroke is regulated to the cylinder at a certain part of the stroke is compressed air may also be regarded as subject to make the cylinder at a certain part

cal work that it is almost needless to describe a compressor. This machine works on just the opposite principle from the steam engine which is em-ployed to operate it. In the latter, vapor already



STORAGE TANKS OF THE MOTOR, UNCOVERED.

N. Y., for the purpose is in order.

In length, weight and general appearance the new engine closely resembles the steam locomotives now in service on the elevated lines. Perhaps the first difference which the casual observer would detect is the absence of a smokestack on the air motor.
It would then be noticed that the cylinder on each side was in the rear of the drivers instead of in ont. But the most radical departure from preceof tanks or flasks, which contain compressed sir, are substituted for the steam boiler. The former py exactly the same place and space as the latter, but are completely hidden by a suitable sheet-iron covering. There are thirty-six of these flasks, which are nothing more or less than ex-panded Mannesman tubes, each 15% feet long and The steel of which they are ed is about five-sixteenths of an inch thick. Although the highest pressure which they will be pon to withstand is only 2,000 pounds to the square inch, they have all been tested up to twic that pressure without developing a defect. It may be remarked, in passing, that 2,000 pounds to the inch is ten or twelve times the pressure usually car-

The combined capacity of the thirty-six reservoirs is 200 cubic feet, but the air contained therein when they are charged up to the limit will expand, when freed again, to 105 times that volume; and its weight entirely aside from the vessels which hold it, is estimated at about one ton. The flasks are all in com-



THE MOTOR COMPLETE.

of which has three branches. Each branch is securely attached to the pointed front end of one of the flasks, and the main pipe discharges into a hole in the side of an upright passage, or header, shown in the large illustration. There are six holes on each side of the header. The seventh hole, at the bottom, ffords an outlet (through another pipe, of course) to

The question arises in many minds, in connection with these motors, whether or not the gradual lowering of pressure in consequence of the consumption of air affects the efficiency of the machine. In a steam engine, fresh power is being generated in the boiler all the time. But when only stored power is carried, there is no way of making good the loss without returning to the supply station and having the tanks freshly filled. Well, this difficulty is met by employ-ing a pressure in the cylinders of only 150 pounds to the square inch. This, by the way, is about the working pressure of the steam locomotives in the Manhattan service. What is called a "reducing valve" is so placed that, no matter whether the pressure in the reservoirs be 2,000 or 200 pounds, the air cannot exert more than 150 pounds pressure to the square inch on the piston. Hence, no diminution in the hausing power of the engine will be detected until the storage pressure gets down to 150 pounds; and by that time, it is believed, the motor will have re-turned to the supply station for a new charge.

A LITTLE STRONGER THAN THE ENGINES. It is estimated that the motor just built for the apthe steam engines now hauling trains on the elevated roads, because it has larger cylinders. Their diameter is 13% inches, and the length of stroke is 20 inches while the corresponding dimensions on the old locomotives are 12 and 16 inches. If the steam enginhe rated at 170 horse-power, the air motor should be put at 200. Even under the most unfavorable con-ditions of load and weather, it is expected that the new engine will take a five-car train up the Sixthave, road to Fifty-eighth-st, and back again (a distance of eleven miles) with one charge of air. The storage capacity of the tanks on the surface cars in One-hundred-and-twenty-fifth-st. is only about one fourth that of the clevated-road motor; but each of those cars has not only its own reservoir, but its own engine, under the floor, and is not hauled by a separate machine. The surface cars run about fifteen or sixteen miles without renewing their supply of air. The elevated-road motor will, it is estimated, have fully 300 pounds left on hand at the end of a round

trip. In an emergency, however, the engine can run a short distance with only 60 pounds pressure. One curious but formidable difficulty which was encountered in the earlier attempts to use compressed air results from a natural law in regard to the change of temperature occurring in any gas with a change of volume. Sudden pressure develous heat and expansion produces cold. When at the supply station the air is forced into reservoirs by the compressor, it is found necessary to take away the excess of heat by leading the air pipes through cold water tanks. When the air which has temply station that the station is allowed to flow into the flasks of the motor, there is only a slight change of pressure, and, consequently, the temperature is scarcely affected. The latter remains at about the temperature of the outside air But when in the cylinder of the engine the vapor is permitted to expand, such intense cold is produced that the valves would become clogged with frost and other mischlef would ensue, unless special provision were made for restoring the lost heat. For this purpose a tank of hot water is carried on the engine, and the air pipe is led through this to the cylinder. Reheating, it should be further observed, increases the expansive power of the air.

The temperature of the water on starting out will be about 200 degrees Fahrenheit; but at the end of a trip it will have failen to lid or ibs. While a fresh supply of air is being furnished at the compressor station, therefore, the water in the engine will be rehented by means of a jet of superheated steam. The latter operation will not require more than about two minutes, while the work of charging the air flasks on the motor may be performed even more quickly; that is, if the air is taken from other storage reservoirs. If the charge is furnished direct from the compressor, however, much more time would be consumed, temperaty connection between the stationary tanks and those on the motor is effected by means of a copper pipe, which has several joints in it that render it almost as flexible as rubber hose, one ead of this pipe is attached to or detached one of the motor with only a half turn of a suitab encountered in the earlier attempts to use comed air results from a natural law in regard to

THE OPERATION OF THE COMPRESSOR. Compressed air has already been in use for so

nany years in so great a variety of other mechani- | long

ism in operation. As soon as speed is attained this extra help is withdrawn.

Every one who has given the slightest attention to the subject knews that a far greater amount of power is required to get a train under way than to maintain headway. Where the runs between stations are many miles in length, of course, this fact does not count for much; but on a street railway, where stops are made at intervals of only a quarter of a mile, the aggregate waste of time from that cause is great. The builders of the experimental motor for the Manhattan Company believe that their neederating device will enable them to save from three to six seconds after each stop, or two or three minutes on a round trip. The vacuum brakes on the cars will continue to be managed by the engineer; but the apparatus which does the work will be driven by the momentum of the train when the reversing lever is thrown over. All these operations will be directed, as now, from the cab. On the surface cars, the throttle, accelerator, reversing lever and brake wheel are all out in front and are manipulated by a man who stands on the platform, like the driver of a horsecar or the motorman on a trolley-car.

ADVANTAGES CLAIMED FOR AIR.

ADVANTAGES CLAIMED FOR AIR. The champions of compressed air point out that few seconds) at starting, ejects no cinders or And to persuade the Manhattan Company public. And to persuade the Manadar Company to adopt the system they make these additional claims: (1) If the power be developed at a central station, instead of on the engines, a much cheaper grade of coal can be used; (2) the combustion on a locomotive often amounts to five pounds of coal per hour to each horse-power developed, while a good compound stationary engine ought not to burn over 1½ pounds per horse-power; (3) water bills would be dispensed with entirely; (4) the system could be introduced gradually, a few motors at a time, instead of with a grand sweep; (5) the old engineers could run the new engines, and (6) the first cost of an installation, including station and fond equipments, would be less than if electricity were used. This latter allegation would not be allowed to go undisputed, probably, for those who are interested in electric traction profess to believe that their system is less expensive to instal and to operate. However, until fuller information is obtained by nettal experiment it is impossible for even experts to settle the question; and that is one reason why the Manhattan Company has allowed the air-power people to make the coming tests at their own expense.

It will probably be fully two weeks before the compressor station will be ready for business. to adopt the system they make these additional

HARLEM CLUB PRESIDENCY.

JAMES H. TAYLOR'S TRIUMPHANT RE-

HE WON AFTER A HOT CANVASS-HIS PROMI

about as hotly contested as it is possible for a club election to be. At the same time, the rivalry vas generous, and has left no enmities behind-it It was a stirring-up that aroused a healthy inter est in the affairs of the club, and every one is agreed that it was a good thing all around. Jame-H Taylor's popularity was amply attested by his re-election to the presidency, although he was on, the opposition ticket, and the regular candidate was Edward P. Steers, president of the Twelfth Ward Bank. When the Nominating Committee an-nounced its report, there was widespread dissatis faction with the failure to offer Mr. Taylor a sec ond term. His friends were prompt to act, and he was placed in nomination again. There was lively canvassing on both sides, and the scene at most animated. Mr. Steers's supporters were brimming over with confidence, but Mr. Taylor wor by 114 votes to 163. Everybody shook hands with



other officers elected were: Vice-President, Dr. William H. Ross; treasurer, James J. Richards; secretary, John P. Durfee, jr.; trustees, Charles P. and Charles B. Morris.

Mr. Taylor has long been active in the affairs of the Harlem Club. In 1888 he was appointed on the committee to fermulate a plan for a new clubhouse, and later on the committee to secure a site and raise funds. The project was eminently successful, and the club has now a handsome house at Lenox-ave, and One-hundred-and-twenty-third-

Paylor shared in the arduous labors of decorating, burnishing and equipping the new building, and the praise of the club. Mr. Taylor has been closely identified with the club ever since, and his second term opens with every prospect of continued prosperity for the organization.

Mr. Taylor comes of a family that has had a prominent part in the history of this State. His better known as the Societé Culmaire Philanthropgrandfather, John W. Taylor, of Ballston Spa, Saratoga County, was one of New-York's most eminent citizens in the days of Clay and Webster. He served in Congress for twenty years, and was twice Speaker of the House, being the only representative of New-York that ever held that office. Mr. Taylors father, Colonel John W. Taylor, early in his manhood, went West, and was one of the ploneers of Hilmois and Iowa. Early in the War of the Rebellion he was commissioned by President Lincoln, and he served with galantry on the staffs of Generals Pope, and Rosserans. Ill health caused him to resign. James H. Taylor was form in Rockford, Ill, but was chiefly educated in this city. He was prepared for college by George Paya Quackenbos, but preferring to enter on a mercantile career at once he secured a situation with a wholesale grocery firm in Frontst. His advance in business was rapid, and before long he became one of the firm of Bannally & eminent citizens in the days of Clay and Web-

Co. Successive changes brought the name to Sherman & Taylor, and finally to its present title. James H. Taylor & Co. The firm is one of the most important in the coffee trade of the city, both for importing and jobbins.

Mr. Taylor has been president of the Coffee Exchange, and refused a renomination. He was vice-president last year, and is now renominated for that place.

Mr. Taylor is also a member of the New-York Athletic Club, the New-England Society and the Downtown Association.

THE REALTY MARKET ACTIVE.

A GOOD TOTAL OF TRANSACTIONS BY PRI-VATE CONTRACT.

The business in real estate the last week a good scale. The total of the transactions by pri-vate contract reported by brokers was \$2,300,000. There was an especially good demand for mercan-The inquiry for lots was fair, but there was less doing in dwellings, flathouses and tenement-houses. The sales for the week included

the following:

George R. Read sold for Thomas H. Barber the four-story brownstone dwelling, lot 25x88.9, No. 32 East Thirty-sixth-st, with stable adjoining the rear, No. 33 East Thirty-fifth-st, lot 20x88.9, for \$125,600. Mr. Read has also sold for Dr. J. Guck the two three-story private dwellings, Nos. 238 and 240 East Thirty-first-st, lots each 20x98.9, for \$35,500. to James A. Medillan.

Boehm & Coon purchased from the United German St. Paul's Lutheran Church its property on the southeast corner of Sixth-ave, and Fifteenth-st, a plot 50 feet in Sixth-ave, who in the street, with the church building upon it, for \$190,000. The new owners will take possession on August 1, when they will begin the erection of a six-story store and loft building to replace the church. The new building is to be completed by May 1, 1886, when Kelher Eros., furniture dealers, will occupy the entire building, having taken a lease on the improved property for a period of fifteen years from that date at an average annual rental of \$23,000 a year. The church society bought the plot more than fifty years ago for \$2,700, and in 1880 erected the church building.

Gideon E. Fountain purchased a lot, 23x99.11, on the seath side of One-hundred-and-fifty-fourth-st.

years ago for \$2,700, and in 1800 erected the church building.
Gideon E. Fountain purchased a lot. 22x99.11, on the south side of One-hundred-and-fifty-fourth-st., 200 feet east of Amsterdam-ave., where he will erect a building, and Charlotte A. Trowbridge has sold to Wright Case, for improvement, a plot 52x14, on the south side of One-hundred-and-sixty-minth-st., 120 feet south of Prospect-ave.
14. B. Anderson purchased, through Riker & Son, No. 11 East Fifty-seventh-st., a four-story brownstone private dwelling, on lot 20x100, for about 328,000.

W. W. & T. M. Hall sold, through L. J. Phillips & Co., No. 11 East Seventy-sixth-st., a five-story American basement private dwelling, on plot 226x

Stone private dwelling, on for Soxio, for acceptage of the control of the control

new buildings, only one of which now remains unsold.

James Carlew sold, to Thompson W. Decker, No. 319 West Fighty-eighth-st., a four-story private dwelling, on plot 20x109.

P. A. Sidell, through the Sievens Real Estate Company, sold to A. Strauss, No. 71 West Ninety-fourth-st., a three-story high-stoop brownstone private dwelling, 20x26, with an extension.

Well & Meyer purchased the property at No. 83 Chrystle-st., from the estate of Peter O. Asten, They will remove the old building and erect on the plot, 24.7x85.9, a six-story tenement house. William Rosenzweig was the broker.

Riker & Son sold for Charles B. Buchanan to H. B. Anderson, No. 113 East Fifty-seventh-st., a four-story and basement brownstone private dwelling, on a plot 20x100, for \$38,000.

Isaac Kuhn sold for the estate of John R. Hayward No. 123 East One-hundred-and-first-st., a five-story double flat-house, 25x85x100, on private terms.

A. Littery sold for the builders, Hogenauer & Wesslaw, the five-story triple flathouse, 27x100, No. 309 West One-hundred-and-fourteenth-st., to C. Schlosser, for \$32,000.

Maclay & Davies sold for John Weber the two vacant lots, 50x100, St.

chlosser, for \$32,000, Maclay & Davies sold for John Weber the two accust lots, foxteests, on the north side of Ninety-fith-st., 100 feet east of Fifth-ave., to a client, on

vacant lots, 50x160.814, on the north side of Ninetyfifth-st., lot feet cast of Flith-ave., to a client, on
private terms.

M. & L. Hess sold for Philip Gomprecht the
plot on the northeast corner of Bleecker and
Thompson sts., 57x160, to a builder, at \$110,000. He
will erect a modern business structure.

Timothy Donovan sold to Silvia M. Warner, the
lot 25x160, in Central Park West, 75.11 feet north
of One-hundred-and-sixth-st., for \$17,000.

The Work L. Fisher Company sold for Walker
& Lawson the five-story single flat-house No. 203
West Eighty-fourth-st., 19x102, on private terms.
The trustees of the Congregation Shearth Israel
agreed to sell, subject to ratification by the congregation, the plot, 42x100.5, on the south side of
Seventieth-st., 102 feet west of Central Park West.
The buyers are a firm of builders, who will erect
two handsome dwellings.

Max Marx bought a plot, 50x150, in the Kingsbridge Road, East Side, between Academy and
Hawthorne sts., also a plot in the rear of the
above, 75x150, in Vernon-ave.

Prager & Lowenfeld hought the property No.
312 East Houston-st., lot 24.9x33, from M. Zimmerman, on private terms.

Archibald D. Russell purchased the Rothschild
and Boehm properties, at the southwest corner of
Fifth-ave, and Thirty-innth-st., and the price paid
was about \$175,000.

Following is the record of conveyances, mortgages and buildings projected in New-York the
past week, compared with the corresponding week
in 1836:

CONVEYANCES.

Jan. 10-16, Jan. 8-14,

\$6,611,662 147 1284,730 26 \$026,601 42 701	\$2,738,016 \$6,611,015 \$130,650 \$254,7 \$254,7 \$29	Total number for entire city
\$8,727,600	\$6,269,139	nary 1 to date
	\$6,025,034 116 \$514,559	Total number Amount involved Number over 5 per cent Amount involved Number over 5 per cent

| Number at 5 per cont | Amount involved | S2,152 481 51,656,937 | Amount involved | S2,152 481 51,656,937 | S3,657,658 51,656,937 | S4,656,937 | S4,657,658 51,656,937 | S4,657,658 51,656,937 | S4,658 51,6 of buildings .. \$2,005,400 \$1,400,000 Estimated cost Total number of bulldings, January 1 to date ont of buildings, January \$2,576,280 \$1,902,150 150 113

DR. H. P. MENDES ON ARBITRATION. The Rev. Dr. H. Pereira Mendes, of the Spanish and Portuguese Synagogue, preached yesterday or "Arbitration," saying in part:

"Arbitration," saying in part:

On the first page of "The Evangelist" of January appears in large type an elequent paragraph sizned "Phillips Brooks." He wrote: "It may beon, that it might bet—that He will break up this awful sluggishness of Christendom, this terrible torpidity of the Christian Church, and give us a great, true revival of religion. It may be that He will speak some great imperious command of the brutal and terrible spirit of war, and will open the gate upon a bright period of peace throughout the world."

A great imperious command has this work been

the gate upon a bright period of peace throughout the world.

A great imperious command has this week been spoken to the brutal and terrible spirit of war by the publication of the proposed arbitration treaty between the two great English-speaking nations. If ever closer alliance comes—and come it will in the fulness of time—the world of united Saxondom will be potent for a bright and long period of peace throughout the world. The present treaty is a natural result of the Bible teachings which nerved the arms and quickened the brains for the Emilish Revolution of 1642 and the American Revolution of 175. The Bible has always held up the ideal of swords being besten into plough-shares, and international disputes being settled by law. Micah was perhaps the first prophet to say so in so many words. Many others, prophets and psalmists, speak of peace at last obtaining on earth.

As for the sluggishness and torpidity of Christendom, it is not for me, a lew, to judge. If it is sluggists and to the content of the conte

JAMES H. TAYLOR.

dry overwhelmed with congratulations. The her officers elected were: Vice-President, Dr. dilliam H. Ross; treasurer, James J. Richards; cretary, John P. Durfee, jr.; trustees, Charles P. Bughee and Charles B. Morris.

Mr. Taylor has long been active in the affairs of the Harlem Club. In 1888 he was appointed on the humilitee to formulate a plan for a new club-buse, and later on the committee to secure a site and raise funds. The project was eminently suesaful, and the club has now a handsome house a Lenox-ave, and One-hundred-and-twenty-third-as a member of the House Committee. Mr. aylor shared in the arduous labors of decorating, perilebing and equipping the new building, and the cold active and zeal of the committee won the high raise of the club. Mr. Taylor has been closely entified with the club ever since, and his second rm opens with every prospect of continued prosertity for the organization.

ANNUAL DISPLAY OF THE FRENCH COOKS. The thirty-first annual ball of the French cooks, Tuesday, February 9. The chefs of the leading hotels, cafés, restaurants and private houses are hard at work on designs for their display of pieces de fantasie. This exhibition will be held in the afternoon preceding the ball in the concert hall of the Madison Square Garden from 2 until 5 o'clock and in the evening during the ball. The proceeds of this hall go to the widows and orphans' fund.

Samuel Scullen, thirty-two years old, and unmarried, of No. 11 Western Houlevard, fell on the ley pavement at Western Boulevard and Sixtieth-st, yesterday morning and fractured his skuil. He was removed to Roosevelt Hospital, where he died WITH QUEENS AND ROOKS.

LASKER WARRANTED STEINITZ'S EN-COMIUM.

FOREIGN AND LOCAL TOURNAMENTS-OTHER

As was generally expected, Lasker came out as winner in the match with Stelnitz. As the latter admitted himself, when writing to a friend in New-York, "Lasker is the strongest player I ever met and probably the strongest player that ever lived." The Teuton has carried all before him so far, and it is therefore reasonable to suppose that he will

To-morrow, Mieses sends word from Berlin, a tournament with Walbrodt, Bardeleben, Metger, Mieses, Winawer, Janowski, Schlechter, Charousek

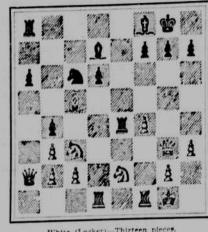
and Cohn as competitors will begin in Berlin.

Professor Johannes Berger, Gratz, Austria, informs The Tribune that he is about to issue a second edition of his chess annual, and requests chess editors, experts, problemists, secretaries of clubs, etc., to send him information and details, so that the volume may be still more complete than the one issued in 1893. Considering that Berger's book is the only trustworthy work on chess statis-ties, all lovers of the game should support the eminent Bohemian in his task

A handicap with Delmar, Hanham, Jasnogrodsky, Davidson, Schmidt, Sournin, Ascher, Carry, Flitch, Paterson, Stevens, H. Rosenfeld, S. Rosenfeld, Beram, jr., Doob, Wood, Amory, Dorbarly, Rednend and Rubins as competitors was begun at the Manhattan Chess Club yesterday.

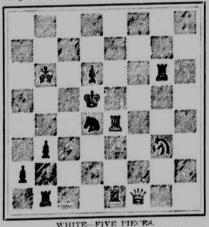
Following is the score of the sixteenth game

WHITE, Lasker, 1 P. K 4 P. K 4 P. K 4 P. K 4 P. K 5 P. Q B 3 3 B. K 15 P. Q R 3 4 R B 4 P. Q 3 5 P. Q 4 B 4 Q 2	ME-RUY LOPEZ. WHITE. BLACK Steinitz. 14 R P x Kt R + K 3 15 Kt R 4 Kt - Q 2 16 Q R - Q P - Q B 3 17 Q - B 2 Q - R 4 18 Q - Kt 3 Kt - K 4 19 K Kt - K 2 B - Q 2
6 B-Kt 3 P X P T Kt P Kt B 3 F K P Kt B 3 B-K 2 B K Kt B 10 Castles Castles B 12 B-K 3 B-K B 13 Q-Q 2 Kt X B POSITION AFTER WHITE	20 Kt - Q4 P - Q Kt 4 21 P - R3 P - Kt 5 22 Kt - Kt P - Q B4 23 Kt - K2 Q - B7 24 P - K B4 Kt - B3 25 B x P - K B P



	White Claske	r) Thirteen piec	es.
26 27 Kt x P 28 Kt x R 29 Kt - B 6 c 50 Kt x B 30 Kt x B 32 Kt - K 5 33 P x Kt 34 P x P	PxKt QxKtP QxBP h K-R	25 K - R 26 R - Q 7 27 Q R x B P 28 R - B 4 20 Q - R 4 46 R x P	F-Q R •
34 P x P	QxP	CONRAD BAY	ER, OLMUTZ

K on Q 44, Rs on Q Kt S and K Kt 3; Kt on Q 5; Ps on Q R 7, Q Kt 6 and Q 3.



White to play and mate in two

White to play and mate in two moves.

CORRESPONDENCE.

Solution to No. 173.—R.—B. G.
Correct solutions received from S. B. Howell, Painted
Correct solutions received from S. B. Howell, Painted
Post, N. Y. Edwin H. Baldwin, Hasbrouck Heights, N.
J. J. H. Brower, Yonkers, N. Y.; the Rev. Louis H.
Hainler, West Harley, N. Y.; E. W. Enghers, Hrocklyn;
Hainler, West Harley, N. Y.; E. W. Enghers, Hocklyn;
William Tempkins, New-York; C. N. Rungstead, NewYork, and James Jones, Jacksonville, Fia.
Dr. A. H. Baldwin, Norwalle, Conn., and Dr. H. W.
Parrier, Hackert, Ark, forwarded additional correct solutions to Nos. 172 and 171 respectively.

Amateur, New-York—Your problem shall be examined.

EDWARD LAUTERBACH DECLINES.

GEORGE R. BIDWELL TO SUCCEED HIM AS PRESI-DENT OF THE COUNTY COMMITTEE.

positively declined to accept another re-election as president of the Republican County Committee. Mr. Lauterbach has served two years in that ca pacity. He was first elected in February, 1895, to succeed William Brookfield, who was defeated after a bitter struggle between the Platt and anti-Platt factions. He was again elected last year, the Anti-Machine Republicans refusing to vote, on the ground that to do so would be recognizing an organization which existed by means of frauduorganization which existed by means of fraudu-lent and padded rolls, unfair primaries and conven-tions and generally rotten methods.

Mr. Lauterbach will be succeeded by George R. Bidwell, leader of the XIXth Assembly District, who was last year secretary of the County Com-mittee. Mr. Bidwell has the backing of the county organization for Collector of the Fort to succeed Mr. Kilbreth.

A PAUPER WITH A BANK ACCOUNT.

AN OLD WOMAN WHO SAVED \$5,000 WHILE LIVING ON VARIOUS CHURCHES AND RE-LIFE SOCIETIES.

The Charity Organization Society has received information from a similar society in another city that a woman died there last week who had been on the help given by five different churches and relief societies. After her death, in a search for means to bury her, it was discovered that she had found living on charity so profitable as to be able to accumulate a bank account of \$5.00. The churches and societies that had contributed to her support, unknown to one another, had always refused to co-operate with the local Charity Organization Society and with other relief-giving agencies by means of the Charity Organization Society.

WOULD NOT MARRY BLACK AND WHITE. Alderman Joseph Schilling refused to marry a man and woman in the City Hall yesterday, be cause the would-be bridegroom was a negro and the would-be bride a white woman. The woman the would-be bride a white woman. The woman was a tall, good-looking blonde, about twenty-five years old, and the man she wanted to marry was as black as "Joe," the Mayor's bootblack, and by no means a good-looking specimen of his race. The couple were accompanied by a young mulatto, who came to witness the ecremony. All seemed highly indignant that the Alderman should hesitate about performing the ecremony, and declared that they would get a nolice magistrate to the the knot. They refused information as to who they were.

WHY MAILS WERE SENT ON THE PARIS. Cable dispatches from London yesterday said that there was grumbling in that city because the steamship Paris, of the American Line, was allowed to take the mails from this city, although she sailed on Wednesday with only one engine working, while the steamship Majestic sailed the same day. Thomas J. Clarke, the superintendent of foreign mati delivery in the Postoffice, said yesterday that the mails were sent by the Paris according to the usual schedule made out by the Assistant Postmaster-General, and there was no reason for

Postmaster-General, and there was no reason for supposing that the Paris would fail to make her schedule time in the trip across the Atlantic. She met an accident when she was twenty-four hours out from Southampton, and still was able to beat the Lucania to this port.

"I think the English can complain with poor grace, in any event," said Mr. Clarke, "because they prevent the steamships of the American Line from carrying the mails to this city, when those steamships beat the other steamers by two days. The St. Louis left Southampton on Saturday, December 25, but the mails were held back for the Aurania, which sailed on Sanday, and got here two days later than the St. Louis."

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RELICS FOUND NEAR FORT LEE.

BULLET MOULDS, A BAYONET AND PARTS

OF TOOLS BELIEVED TO HAVE BEEN USED IN MORGAN'S CAMP. A number of interesting relies were discovered

on the site of the old Fort Lee some time ago by some laborers who were at work there. The laborers were digging an extension to Heck's Ice Pond. on the west side of Dead Bridge Brook, Fort Lee, and the relies lay about twelve inches underground, about four hundred feet from the earthworks of the old fort, and on the site of Morgan's camp. They have recently come into the hands of George F. Kunz, of Tiffany & Co., who showed them to a Tribune reporter yesterday. The articles discovered are regarded as interesting, both on account of their probable age and for the fact that they were probably once used by the soldlers of Morgan's camp, more than a century ago.

The articles were such tools as would be likely

to be found in a military camp. They are all in-crusted heavily with rust, and in some cases are so badly corroded as to make their identity merely a matter of conjecture. For the most part, however, it is possible to determine what they origi-nally were. The largest of all is evidently the blade of a crude shovel. Its edges are eaten away by the rust of a century, but its outlines are stil fairly preserved. There are several bullet moulds in the collection, and there is also a large piece of lead, from which bullets were evidently There are a number of fragments of rusted from which can be so put together as to make a crude pick, together with the head of a carpenter's adze in a fair state of preservation. An ancient bayone is one of the several pieces of arms that were discovered, and this is reinforced by the fragments of two sabres, hilts and all, that may be put together so as to leave no doubt of their former use The collection is completed by what Mr. Kunz calls a British compliment, which is Mr. Kunz's name for a small cannon ball. It is a compliment which the Continentals frequently returned. All these relies were turned over to James F. Tracey, the Township Clerk of the town of Ridgefield, N. J., and they came from him to Mr. Kunz.

The place where the relics were found is described

by Professor Thomas Dunn English in "Appleton's Journal," December 9, 1871, as follows: "The camp was laid out in streets named after those in New-York, and with care evident traces of its plans may he discovered. Foundations of the huts nearest the iff's edge have been generally removed, but numbers of those remain on the west of Dead Bridge Brook (so-called on account of the number of Hesstans killed in a skirmish at that place), where Mor

Brook (so-called on account of the number of Hessians killed in a skirmish at that place), where Morgan and his Virginia riflemen had their separate camp. They were detailed to picket duty, and a number of these huts (which still can be seen) served for guardhouses. They were made of loose stones piled up in walls about twelve feet (quare and generally at some mass of projecting rock with a flat side, which served as one wall of the hut, and answered for a chimneyhade. These outlying huts were not regularly arranged, like the rest, discipline being a little more loose among the mountaineers than among the Continentals.

Three years ago George Hook, a quarryman, unfearthed near the same spot one hundred and eighty pounds of lead and two sabres and some bullets. The ground in the vicinity of the fort and where they were found has never been disturbed except in digging a foundation for a house.

Mr. Kunz and James Douglass, of Phelps, Dodge & Co., have twently come into possession of the site of Fort Lee. The tract, which is one of the most sightly on the Palisades, is about 200 feet wide by 500 deep. Mr. Kunz has been trying to purchase it for more than two years, but there has been considerable difficulty in getting a dear title. This has now been accomplished and Messrs, Kunz and Douglass are in practical possession of the historic ground. The new owners of the property have been at much trouble to secure it from a number of former owners, but they have been actuated by a desire to preserve such a significant spot in a manner beflitting its historic importance. They have no plan with reference to it, but they would be willing to consider propositions for any patrioric disposition of the famous site, such as its formal possession and commemoration by some organization whose objects and importance qualify it for the task. Lying as it does practically at the beginning of the Palisades, its separation as a park

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The wholesale fruit market, which was dull durweather, has since considerably improved under the impulse of a milder temperature. Fruit has been again displayed on outdoor stands and pushcarts, the demand for supplying which, added to an increased demand from retail dealers both in and out of town for new stocks, has made the wholesale trade more active and materially strengthened prices, which have slightly advanced on some kinds of fruit.

Sweet oranges, such as Floridas and Jamaicas, are in strong demand at advanced prices, but there is only limited inquiry for Valencias, which are of tart flavor and are sold at reduced rates. Call-fornia navels, which are in good supply, are unusually large. They are also sweeter than usual and of handsome color. The quantity of oranges now on the way here from Stelly is only 36.675 boxes, against 63,420 boxes on the corresponding date of last year.

Lemons are in full but not over supply, gaid increased demand caused by mild weather had led to an advance of about 25 cents a box.

A charity matinee will be given Tuesday, Febin aid of the orphan and destitute children, in charge of the Salcsian Missionary Sisters of the Sacred Heart of Jesus. The theatre having been generously given by Al Hayman and John Hare, no efforts will be spared to make the matinee one of unusual brilliance. The entertainment will be under the direction of Miss Bertha Welby, and will

consist of performers of high rank. The patrons and patronesses include Archbishop Corrigan, General Di Cesnola, Mme. Di Cesnola, J. D. Crimmins, Mr. and Mrs. Augustin Daly, Judge Morgan J. O'Brien, Mrs. Joseph J. O'Donohue, Gen-eral Ferrero, Mrs. A. M. Hennessy, Mrs. Thomas eral Ferrero, Mrs. A. M. Hennessy, Mrs. Thomas, Meagher, Mr. M. Laior, Mr. and Mrs. A. T. Lack, Mrs. G. Ehret, Mrs. P. Norton, Mrs. J. Doyle, Mrs. J. K. Ryan, Mrs. E. L. Keys, Hon. J. S. Coleman, J. K. Ryan, Mrs. E. L. Keys, Hon. J. S. Coleman, J. Beales, Mrs. J. K. Mccafferty, Mrs. G. D. Mackay, Mrs. P. Doelger, Miss. A. M. Conway, Mrs. E. Kelly, Mr. and Mrs. Thomas F. Gliroy, Mr. and Mrs. Richard Croker, Miss. Bouvier, Miss. Leary, Mrs. J. W. Grace, Mrs. J. M. Hecker, Mrs. Leary, Mrs. J. W. Grace, Mrs. J. M. Hecker, Mrs. Leary, Mrs. J. W. Grace, Mrs. J. M. Hecker, Mrs. Leary, Mrs. Walter Roche and Mr. and Mrs. A. M. Palmer.

stocks in hand are small and the quantity to arrive is light, a further advance is generally expected unless severely cold weather should set in. There are now on the way to this port from Sicily \$1.800 boxes of lemons, against 22.200 boxes on the corresponding date of last year.

Bananas are in abundant supply and only moderate demand, but at unchanged prices. The receipts at this port in the first two weeks of this month were \$6.800 bunches, against only \$2.20 bunches in the corresponding period of last year. A SALESIAN SISTERS' CHARITY.